

I-405 Executive Committee Meeting

March 26, 2003

Meeting Summary

The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.

Executive Committee members in attendance

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> George Kargianis
Chair | <input checked="" type="checkbox"/> Rob McKenna
Transportation
Improvement Board | <input checked="" type="checkbox"/> Dan Mathis
FHWA |
| <input checked="" type="checkbox"/> Tom Dillon (Alt)
City of Kirkland | <input type="checkbox"/> Sen. Horn
WA State Senate | <input type="checkbox"/> Sen. Margarita Prentice
WA State Senate |
| <input checked="" type="checkbox"/> Connie Marshall
City of Bellevue | <input type="checkbox"/> Bob Edwards
PSRC | <input type="checkbox"/> Randy Corman
City of Renton |
| <input checked="" type="checkbox"/> Dick Paylor
City of Bothell | <input type="checkbox"/> Rosemarie Ives
City of Redmond | <input checked="" type="checkbox"/> Steve Mullet
City of Tukwila |
| <input checked="" type="checkbox"/> Sonny Putter
City of Newcastle | <input checked="" type="checkbox"/> Joan McBride
City of Kirkland | <input type="checkbox"/> Grant Degginger (Alt.)
City of Bellevue |
| <input checked="" type="checkbox"/> David Dye
WSDOT | <input type="checkbox"/> Pam Carter (Alt.)
City of Tukwila | <input checked="" type="checkbox"/> Aubrey Davis (Alt.)
WSTC |
| <input type="checkbox"/> Rep. Cheryl Pflug
WA State House of Reps. | <input checked="" type="checkbox"/> Dave Gossett
Snohomish County | <input type="checkbox"/> Jeff Sax
Snohomish County |
| <input checked="" type="checkbox"/> Chuck Mosher
Sound Transit | <input type="checkbox"/> Rep. Christopher Hurst
WA State House of Reps. | <input type="checkbox"/> Tom Paine (Alt.)
City of Redmond |
| <input type="checkbox"/> Rick Krochalis
FTA | <input checked="" type="checkbox"/> Harold Taniguchi
King County | <input type="checkbox"/> Tim Olsen
City of Bothell |

Staff and Observers

Jeff Switzer, Eastside Journal
Kim Becklund, City of Bellevue
Mary Alyce Burleigh, City of Kirkland
Sandra Meyers, City of Renton

Project Management Team

Craig Stone, WSDOT
Kim Henry, WSDOT
Patty Rubstello, WSDOT
Renee Montgelas, WSDOT
Mike Cummings, WSDOT
Ed Reagan, Wilber Smith Associates
Randy Armour, Wilber Smith Associates

Milt Smith, HNTB
Steve Quinn, HNTB
Paul Bergman, PRR
Meg O'Leary, PRR
Rita Brogan, PRR
Michael Richards, PRR
Keith McGowan, McGowan Environmental
Don Samdahl, Mirai

CALL TO ORDER

Vice Chair McKenna called the meeting to order at 9:15 a.m. He asked for any public comment. There was no public comment.

Vice Chair McKenna turned the meeting over to Mr. Stone to review the **Agenda for Today:**

- Project Update
- Decision Process for I-405 Operations
- Express Toll Lanes Work Program
- Option C Packaging

PROJECT UPDATE

Mr. Stone said RTID is currently looking at the idea of tolls on a number of facilities. Thus, the I-405 Project staff has to recommend what to look like on I-405. Mr. Stone said staff is recommending Option C, a 10-year investment package.

Mr. Stone reviewed the **Upcoming Executive Committee Schedule:**

- April 30 – Location TBD
- May 28 – 9:00 – 12:00 p.m., Kirkland City Hall
- June 24 – 1:30 – 4:05 p.m., Location TBD

News from Olympia:

- Senate Staff Request
- House Staff Request
 - \$135 W. Valley Highway to Maple Valley Highway Interim Improvements (Renton)
 - \$185 SE 8th to I-90 (S. Bellevue)
 - \$150 SR 520 to SR 522 Interim Improvements (Kirkland)
 - \$50 Corridor program development

*All figures are in millions

Mr. Stone said staff is presenting the legislature with a number of scenarios. He said that if RTID doesn't happen, the legislature and staff still want projects that can be built start-to-finish.

Mr. Stone noted that the W. Valley improvements will not rebuild the interchange, but it will fix the outside lane that is continually breaking down. The S. Bellevue improvements will include the Wilburton Tunnel. The Kirkland improvements will include the addition of one lane in each direction.

Mr. Stone said staff has given the above recommendations to the Senate and House Transportation Committees. He said the House Transportation Committee is considering \$15 million to continue corridor development work with project funding for the Renton area.

Mr. Dye said the Senate has not offered a proposal yet, but staff has a sense the projects will be similar to the staff recommendations.

Vice Chair McKenna said the Senate might recommend more funding for I-405.

Federal Funding News:

- PSRC \$1.2 M
 - Managed lanes evaluation \$850K
 - Biological assessment under ESA \$350K
- Congress FFY03 \$2M
- TEA21 Reauthorization Requests
 - WSDOT Bellevue \$40M
 - WSDOT Renton \$30M
 - WSDOT Kirkland \$30M
 - Bellevue 10th/12th Ramps \$13M
 - King Co Regional BRT \$60M

Mr. Stone said staff is working with the Steering Committee on the Biological Assessment.

Mr. Davis clarified that congressional authorization doesn't give the state more money, but it does identify where the funding will be distributed. He emphasized that it does not provide more funding.

OPTION C PACKAGING

Mr. Stone reviewed the **Draft Package \$4.2B (Option C1 and Option C2)**

- Roadway - \$3.27B
- HOV/Express Lane - \$600M
- Transit - \$315 M
- Arterials - \$60M

Mr. Stone said staff is trying to accommodate the schedule for **RTID:**

Project Description for I-405 Congestion Relief and BRT Projects –

- Widen lanes and implement high capacity/toll system throughout the corridor. Adds up to 2 lanes in each direction on I-405 from Tukwila to Bellevue, lanes on SR 167 from S.180th St to I-405, and one lane in each direction through Kirkland, reconstructs I-405/SR 167 interchange
- Total Project Cost - \$4.2 B
- Tolls - \$200 M
- RTID Contribution - \$3.173 B
- Total - \$3,373 B
- Federal/State/Local/S.T. - \$827 M

Mr. Putter asked for an update on public outreach for RTID. Vice Chair McKenna said the public outreach will start in April. He said the effort will include an explanation of the recommendations. He said all RTID pieces have been approved so staff can begin making presentations to the public. He said board members will give most of the presentations.

Ms. McBride presented a letter of support on behalf of Kirkland. She said the letter will be sent to RTID. She said the letter states the City of Kirkland's concurrence with the projects in Options C1. She said the letter also states the city's openness to considering park-and-rides.

Mr. Stone said staff has been working closely with Kirkland to try and define investments.

Mr. Dillon asked what Sound Transit's investment will be for I-405. Vice Chair McKenna said there has not been much discussion. However, they have said they want to work with staff, but just have not begun yet.

Mr. Dillon said the project needs a commitment from Sound Transit for planning money so staff can start working on those tasks.

Mr. Stone said there is an interagency transit work group that includes Sound Transit. He said they are trying to coordinate the effort between now and June for a recommendation package.

DECISION PROCESS FOR I-405 OPERATIONS

Mr. Stone reviewed the March – June '03 Decision Process. He said the Analysis Results for tolling will include performance data.

Mr. Putter asked if there is a difference in definition between “tolling” and “express” lanes. Mr. Stone said managed lanes, tolling and express lanes seem to be used to mean the same thing. However, he said WSDOT may have signs that say “express lanes” because it is a term that the public is already familiar with.

Ms. McBride said the schedule doesn't provide enough time to give input. Mr. Stone agreed the schedule is tight, but staff is trying to meet RTID's schedule.

Ms. McBride asked how firm the June 26 RTID date is. Vice Chair McKenna said the date is firm in order to make a possible fall package.

Mr. Stone reviewed the **Express Toll Lane Concept**. He said staff still needs to work on how specific elements work in terms of tolling.

Mr. Stone reviewed the **I-405 Operations Decision Tree**.

Mr. Dye said lanes marked with a diamond shape designate management, but will not necessarily be HOV lanes. He said this concept is in direct response to staff's assumption that RTID will provide \$200 million in tolling revenue.

Mr. Stone said staff will be looking at passenger ridership for the managed lanes. He said that over the next five years the lanes will start exceeding capacity with 2+. He said different managed lanes will result in different driver behaviors. He said staff needs to make a policy decision on whether to focus on generating revenue or maximizing lane capacity. He said they want to minimize the impact on GP lanes and not have BRT and HOV suffer. He said staff also needs to decide how to implement the managed lanes so they don't face a future “take away” situation.

Mr. Stone reviewed the **I-405 Managed Lanes Study and the “Work Plan” Organization Chart**. He said the forecasting includes testing of the facility. The Operations Model will look at the specific facility, provide graphics and serve as a good communications tool. The Revenue will be included in the third month of work.

Ms. Marshall asked how the King County Monorail effort will effect the program. She said the public will hear the monorail's side but they aren't as up-to-date with the I-405 project's efforts. She said staff needs to increase its outreach.

Mr. Stone said staff is meeting with public information staff on Friday to look into a strategy for public outreach.

Mr. Davis asked what assumptions the staff is making in regards to the commission's study on HOT lanes and lack of full use during off-peak hours. Mr. Stone said staff will coordinate with the HOT lane study. He said they might implement HOT lanes on the existing facility without a vote. He said staff is having talks with various organizations on this subject.

Mr. Stone introduced Ed Reagan to discuss the **I-15 Managed Lanes presentation**.

Mr. Reagan said the I-15 Project has been very successful and will probably be extended. He noted the carpooling figures increased as the psychology of not having to pay encouraged people to carpool.

Ms. Marshall asked if the project's movable barrier is electronic or physical. Mr. Reagan said he is not sure.

Mr. Putter said staff should begin thinking about ways to implement a more effective movable barrier.

Chairman Kargianis said the committee needs to start planning on how to design an effective barrier.

Mr. Stone said I-405 is of varying topography. Therefore, a good deal of analysis is needed to decide what kind of barrier will be most effective and may make it difficult for a movable barrier.

Chairman Kargianis asked Mr. Reagan if any transit agencies objected to the I-15 Study. Mr. Reagan said it was just the opposite – the transit agencies helped with implementation.

Mr. Reagan said 20 percent of the traffic on I-15 is toll paying.

Mr. Dye said that there is a vision question before the committee. He said that lanes are congested at peak hours, but there is currently a free flow in the managed lanes.

Mr. Paylor asked if there was a reduction in the hours of congestion in the GP lanes. Mr. Reagan said yes.

Mr. Mullet said multiple access could change the effectiveness and asked what kind of enforcement there was on I-15. Mr. Reagan said there is enforcement but it is not overly aggressive.

Mr. Dillon asked how much transponders cost. Mr. Reagan said many drivers choose to link the transponders to their credit cards. He said they do not cost much money up front.

Ms. McBride said Kirkland is in support of managed lanes.

Mr. Putter asked for a one-sheet summary on the conclusions from the perception survey.

The meeting was handed over to Mr. Cummings to review the **High Occupancy Toll Lane Feasibility Study**.

Mr. Cummings said there is a strong link between I-405 and SR 520 in regards to tolling. He said there needs to be a balance so that cars don't just shift from one facility to another.

Vice Chair McKenna asked how much access to capacity there is at 3+. Mr. Cummings said SR 520 gives a good clue as to how much there would be.

Chairman Kargianis asked if it would be better to open managed lanes to free usage during off-peak hours. Mr. Cummings said some find it better to keep lanes tolled even during peak hours to generate revenue.

ADJOURNMENT

Chairman Kargianis adjourned the meeting at 11:00 a.m.